Social Obligations in Railways

4286. DR. R. K. PODDAR:
SHRI SUNIL BASU RAY:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the social obligations in railway parlance;

(b) how much subsidies railway received from Government for this; and

(c) how much cut in the said subsidies can be afforded by the railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The losses accruing from uneconomic operations for the purpose of meeting wider socio-economic objectives are termed as 'Social Obligations'. These losses are on account of transportation of essential commodities carried at concessional rates, passenger and other coaching services offered at subsidised rates, operation of uneconomic branch lines, law and order cost, etc. The loss on such account has been assessed at Rs. 2098.67 crores during 1991-92.

(b) No subsidy is provided by the Government on account of 'Social Obligations'.

(c) Does not arise.

Proposal to double the Cuttack-Paradip Railway Line

4287. SHRI PRAVAT KUMAR SAMANTARAY:
SHRIMATI ILA PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Cuttack-Paradip Port Railway line was constructed 20 years back and designed to handle two pairs of rakes a day;

(b) whether the to and fro traffic of Paradip Port has increased to six pairs of rakes handling a day and by the end of Eighth Five Year Plan this traffic would increase further;

(c) if so, whether there is any proposal to double the Cuttack-Paradip Railway Line;

(d) if so, what are the details thereof; and

(e) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The line was constructed in 1973-74 and is designed to handle normal traffic. No lines are constructed to handle only two pairs of rakes a day.

(b) The present and future traffic profile of traffic on Cuttack-Paradip section is as follows:

Year	Line Capacity	Passenger	Goods	Departmental	Total
1991-92	12	1	9.4	0.5	10.9
1996-97	12	2	14.2	0.5	16.7

(c) to (e) Talcher-Cuttack-Paradip line has been identified for doubling. On this section doubling between Rajathgarh-Joranda Road has been completed and work is in progress on Joranda Road-Talcher sections.

Work on the rest of this section would be taken up in the coming years as per availability of resources.

Circular rail net-work

4288. SHRI J. P. JAVALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the growth of certain big cities and the growth of traffic needs, warant building circular rail net-work for such cities;

(b) if so, the details thereof;

(c) whether there is a proposal for circular railways for Bangalore and Delhi; and

(d) if so, when these proposals are proposed to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Yes, Sir, in case a Techno-economic Survey justifies the same. Local bodies and State Governments propose these schemes to the Ministry of Urban Development which is the nodal Ministry at the Centre. Ministry of Railways offers technical assistance as asked for.

(c) Yes, Sir.

(d) Since funding for any proposal has to be arranged by the State Government and the planning of these schemes is with the Ministry of Urban Development, taking up of these schemes would depend upon suitable funding.

Problem of low Traffic

4289. SHRI PARMESHWAR KUMAR AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that railways are facing a serious problem of low traffic during February-March, 1993;

(b) whether this would have a bearing on the railways' revenue earnings;

(c) what is the total expected freight loss during the current financial year;

(d) whether it is also a fact that even the passenger traffic is expected to decline;

(e) if so, what is the percent thereof; and

(f) what are the reasons for the shortfall and what steps are proposed to be taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Yes, Sir.

(c) Loss in loading of revenue freight traffic will be about 4 million tonnes.

(d) Yes, Sir.

(e) There was a shortfall of 3.6 per cent in passengers booked for February, 1993 compared to February, 1992.

(f) There has been a drop in the non-suburban passenger traffic during this period resulting in overall decline. No increase in 2nd class ordinary fares has been proposed upto a distance of 100 kms during the year 1993-94.